GLEN PARK NEWS

FALL QUARTER • 1989

TRAFFIC AND PARKING MAY BE GETTING BETTER

After two surveys, presentations by DPW and SFPD, intense discussion, dialogue, research and planning, the basics of a new preferential parking plan are in place and ready for a vote at the September GPA meeting. In addition, DPW has received our recommendations for traffic flow adjustments, and is responding to our request for their recommendations on other areas we, as a neighborhood, feel need attention.

The major change in the preferential parking program (D-sticker parking) is a reduction from a 4-hour to a 2-hour limit in an area roughly within two blocks of our commercial district and BART. In addition, time limits are to be expanded to both sides of the street in those areas where currently there are restrictions only on the side with houses or shops. Outside the two-block radius, the limit would remain at 4 hours.

This innovative approach accommodates both those of us who live within the preferential parking area who do not notice abuses of the 4-hour limit, as well as those living closer to BART and the commercial district who are most heavily impacted by commuters. Areas like the 500 block of Arlington Street will be especially relieved, as their time limit will not only go down to 2 hours for non-D-stickered vehicles, but will also cover both sides of the street. Currently, most spaces on the south side of that block are filled by 7 a.m., and stay filled until 5:30 p.m. The 2-hour limit will allow increased parking for shoppers and people visiting our restaurants for lunch, as well.

If you would like to see a map of the proposed changes, drop by Tiffany's Wines & Spirits, where Tiffany will have a copy for your review.

The following recommendations were also made to the Department of Public Works:

1. Add left turn lanes in both directions on Diamond at Bosworth, plus left-turn lights in all four directions.
2. Changing the current blinking yellow/blinking red light at the Diamond/Monterey/San Jose Ave. intersection to a regular stop light between the hours of 3:00 and 7:00 p.m.
3. Changing the light pattern at Monterey / Circular /280 north on-ramp from a 3-way to a full 4-way between 6:30 to 8:30 a.m. and 3:00 to 7:00 p.m.

continued on page 5

GREENING OF GLEN PARK

Glen Park is getting a little greener, as the GPA and Friends of the Urban Forest move ahead with tree-planting. Under the direction of Health & Environment Chair **Carol Gamble,** seven blocks will soon be enjoying the physical, aesthetic and psychic benefits of trees. As we go to press, a meeting is planned at which the blocks will select just which kinds of trees they will be planting.

This program is a bargain. If you were to plant a tree on your own, it could cost you upwards of $250. Chopping a hole in the sidewalk alone would probably be too much to try on your own. And don't forget that you'd need to negotiate the unique chamber of horrors known as "getting a permit".

But FUF and the GPA make it easy and remarkably affordable. For only $95 total, you can have all the permitting taken care of, expert help in selecting and caring for your tree — and the tree itself. (If you don't already have a hole in your sidewalk where a tree could be planted, then the cost is $135, which is still a bargain.)

Why plant trees? Because they clean the air, muffle noise, provide shade in our Indian summer, block wind, increase your property value, provide a welcome home for songbirds, and because they are just plain beautiful to look at.

To find out more about how you can reap the benefits of the Greening of Glen Park, call **Carol** at **334-1507.** ■

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Important Dates – GPA Meetings

September 12 – *Final Vote* on Traffic & Parking Plan; Mission Bay Development and what it means to you.
October 10 – Third Annual Pre-Election Issues Debate
November 14 – Town Meeting: You set the agenda.

The GPA meets on the 2nd Tuesday of every month (except December) at 7:30 p.m. in the Glen Park Recreation Center Auditorium, Elk and Chenery Streets. This is a great opportunity to meet your neighbors and learn about the issues we face together as a community.

GLEN PARK ASSOCIATION – NOTES –

Many people have queried as to the whereabouts of Zoning & Planning Chair **Stuart Morgan,** who hasn't been attending meetings of late. We assure you he has an excuse — in fact, an absolutely delightful, joyous excuse. On June 30th, wife **Katherine** gave birth to **Lev Halstein Morgan,** a bouncing 8 lb. 10 oz., 22" long baby boy. Our very best wishes and congratulations to all involved.

Help Wanted!

After 6 years as Public Safety Chair, **Marcia DeHart** is asking for relief **Tiffany Farr** is handling interim duties, but hopes a new chair will step forward — quickly. This is not the easiest job in the Association, particularly now as we face the fallout from the crack epidemic in the form of increased car and home burglaries etc. To find out more, give Marcia a call. If the job sounds interesting, then consider volunteering. You won't regret it.

Newsletter Notes

Got an announcement? Something in Glen Park you think needs fixing? Or celebrating? Don't keep it to yourself — send it to the newsletter for publication. We're not set up for breaking news stories, but our concerns and pleasures here tend to be abiding ones. Upcoming deadlines are November 9th for the Winter quarter issue, and February 15th for the Spring. Whether it's an item of historical interest, or just something you'd like to get off your chest as a Letter to the Editor, send it to our P.O. box. This is *your* neighborhood forum. Take advantage of it! Likewise, if you have a business you'd like to promote, we doubt there's a more cost-effective way to reach your potential customers than with an ad in the News. Just call **Nelson Combs** at 334-5059 for a rate sheet and full details.

Angels, continued

Once again, **Val Matthews** and the good folks at Penrose Properties are taking charge of hand-delivering the News to the nearly 3,000 households in Glen Park. Of course, members receive the *News* by first-class mail, hot off the presses. Yet another good reason to become a member of GPA, if you aren't already.

And speaking of presses, you may have noticed that not only are we typesetting the News, courtesy of **Len Deneweth** and his Magic Macintosh, it is also being printed on heavier paper. Ordinarily, we would not be able to afford such luxury on our incredibly modest budget. But the folks at **Grant Printing Company** think

you deserve to read the *News* on quality paper. They are believers in neighborhoods, and in little neighborhood newsletters like ours. This should come as no surprise, since Grant Printing is owned by the same family who put out the *San Francisco Independent*. So to both Penrose Properties and Grant Printing, we offer our sincere appreciation and gratitude. ■

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Meet Our New Librarian

Beginning June 26th, there's been a new face at our Glen Park Branch Library. **Martin Magid** previously served at Ortega, Potrero and Marina branches before taking over the post of Branch Librarian in our midst. He's also worked in children's books cataloging and as a general reference librarian — so even our most esoteric questions should be handled with ease.

Martin tells us he's "delighted" with what he's seen thus far, and is tailoring some new programs to our neighborhood's needs. For instance, "I've arranged for five special programs for children", he says, right in our branch, in addition to the regular children's story times on Tuesdays at 10:30 a.m. and Fridays at 3:30 p.m. Watch for them in the monthly issue of the library newsletter, "FREE". Or just ask Martin or Amelia or the pages.

"I also want to give a special thank-you", adds Martin, "to the Taubers, Tiffany Farr, Peter Johnson, Carolyn Seifert Kantor and Carol Steiman for their MAG-A-BUCKS contributions to augment our periodicals collection. And I'm looking forward to seeing many of you this fall, and many thanks for the wonderful support you have given this branch." ■

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Third Annual GPA Issues Night

Yes, Virginia, there's another election coming in November. What everyone thought would be an off-year, low-turnout bore is shaping up to be very interesting indeed. The Supes want a pay raise, and there's another 2-term limit proposal for them. Will we approve funding for the China Basin stadium, request the Supes to fix up Candlestick, or both? Or neither? What about domestic partners?

As we go to press, we are not sure exactly which issues will be covered at the October GPA meeting, but there will be debate on at least three propositions. This is your chance to ask the hard questions that the media isn't asking. It's always a lively gathering, so plan to attend!

Mission Bay and You

Learn about the City's newest neighborhood at the September 12th GPA meeting. Slowly but surely, the proposals for developing Mission Bay are being finalized. Many Glen Park neighbors have worked on this effort over the past decade to ensure the development will be compatible with what we all hope our city will be through the next century.

Why should Glen Park residents care? Because decisions made at Mission Bay will wind up affecting all of us — via transit and parking, jobs, the tax base, density and a thousand other issues.

Julie Gonzalez of Southern Pacific Realty will present a slide show about the proposed development so that you can see how it will look. And **Ruth Gravanis** of Mission Creek Conservancy (as well as Mizpah Street and the GPA) will provide a second, possibly differing, perspective. There will be ample time for questions, as well.

This is a tremendous opportunity for all of us to learn how development decisions get made — on a grand scale. It should be a fascinating evening.

Glen Park T-shirts — They're Back!

And better than ever because Glen Park fans now have a choice. Sizes large and x-large are available in the ever popular navy blue, while size medium is now in a soft powder blue (more flattering to feminine complexions).

There is only one place where you can get your very own t-shirt and that's at **Tiffany's Wines & Spirits,** 678 Chenery Street near Diamond in the village.

So show your colors (as long as they're navy or powder blue), and not only will you look great, you'll be doing a good deed, too. Because $2 goes to help the Glen Park Association help you.

continued from page 1

4. Add a 4-way designation to the stop signs at Bosworth/Elk/Congo intersection.
5. Paint a solid yellow line down the center of the 700 block of Congo Street.
6. Mark the Natick/Arlington/Wilder/San Jose Ave. off-ramp stop signs with 5-way designation.
7. Provide a deceleration lane on San Jose Avenue by Ray Oil Burner, before Rousseau.

DPW has also agreed to study the following areas and come back to us with their proposals.

1. Bosworth/Arlington/280-S on-ramp intersection
2. Congo/Joost and Congo/Monterey St. intersections. (One proposal is to put up stop signs, but since a Muni route is involved, this may be difficult to get.)
3. Castro/Bemis/Sussex/Laidley convergence
4. Bosworth/O'Shaughnessy between Malta and the Elk/Congo intersection, to slow down speeding traffic which winds up in people's back yards when it rains
5. The Elk Street 'banzai run'
6. Diamond Street between Surrey and Chenery

While SFPD believes that changing the preferential parking limit from 4 to 2 hours in heavily-impacted areas will eliminate the worst of the commuter parking abuse, we can offer no such hope for traffic enforcement. As is well-known, our police are stretched to the limit right now dealing with felonies, and traffic offenses have simply taken a back seat. While we have requested increased enforcement of major problems like double- and triple-parking in bus zones at BART, it can be given only on a limited basis. Captain Philpott and his staff have promised to do the best they can for us, but we must not expect miracles.

However, we *can* make sure we are not contributing to the problem. If you pick up somebody at BART, especially in the evenings, try using the lot across the street as your rendezvous point. Or agree on a meeting place a block or so away, where it's less congested. It may save you a trip to the body shop, or at least wear and tear on your nerves. ■

Letter to the Editor

The visual boundaries of Glen Canyon Park extend from the canyon floor upwards to the undeveloped hillside west, above O'Shaughnessy. This expanse of cliffs and green and golden hills is enjoyed by thousands of us who live within view of or travel through this historic natural canyon in San Francisco. The area is home to many native plants, including the coastal scrub which is prime habitat for mammals other than man.

Mr. Tony Sheehan is proposing to develop 2.4 acres of the hillside south of Del Vale between O'Shaughnessy and Marietta Drive. His plans include a new street and 16 to 20 attached single family units on Lot 76 of Block 2949A. Development would eliminate a good portion of the open hillside, which serves as a watershed for Islais Creek, as well as the native plant and animal habitats in that area.

We join with the Miraloma Park Improvement Club and the Glen Park Association in opposing Mr. Sheehan's proposed development. We urge the City to use Open Space funds to purchase this land to insure its future as open space and home to native flora and fauna. We encourage the Finance Committee to make this recommendation.

Jane A. Brasfield
Friends of Glen Canyon Park

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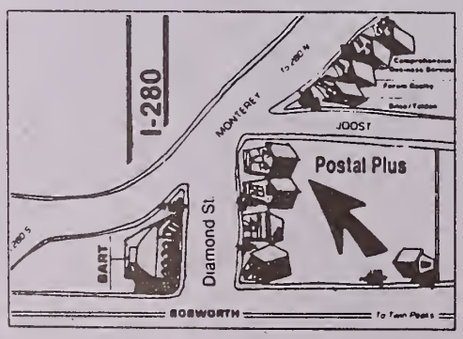

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THE UNFRIENDLY SKIES OVER GLEN PARK

You thought it was impossible to increase the number of aircraft in our already crowded skies? Not impossible! In fact, vastly increased overflights are the result of San Francisco International Airport's plan to make it possible for airlines to **double** their operations (arrivals and departures) in coming years.

Airport operations are among the few areas of local government allowed to have unlimited, uncontrolled growth. On the surface the rationale seems compelling. The airport brings in a profit, increased operations mean more jobs and commerce.

Yes, but... Other City agencies also make a profit, yet do not make unilateral decisions about their own uncontrolled growth. Parking Control and the Bureau of Building Inspection are two obvious examples. And the new jobs resulting from increased airport operations are in San Mateo County, not San Francisco. What's more, tourist dollars are spread all over the Bay Area, as are manufacturing and related commercial freight dollars.

A good example of the attitude of SFIA and Mayor Agnos came during the recent announcement that United Airlines will increase overseas operations at SFIA by 86%. United, which conducts more operations than any other SFIA carrier, simply announced its intention. SFIA and the Mayor jumped to assure that everything possible would be done to assist.

There has been no examination of the noise pollution effects and safety risks of an 86% increase in these operations. No measures were taken, or even suggested, to protect our community from the effects of these increases. Moreover, for all the happy projections about the numbers of jobs United's expansion will create, the Mayor's own figures show most of those new jobs will go to counties **other** than San Francisco.

Many residents now feel it's time to reexamine the privileges accorded to SFIA, privileges whose price is increased noise pollution and safety risks. *(Ed. note: the 'safety risks' were recently demonstrated when parts of a DC-10 engine landed in a 40-square mile area of corn and soybean fields.*

SFIA's Proposed Master Plan — SFIA is developing a master plan for the next decade, into the next century. The draft plan anticipates major increases in passenger operations, but the greatest increases are projected for commercial freight operations. No mention is made of changes in runway length, number or configuration. Since runways cannot handle current operations, this is a serious ommission.

In 1987 and 1988, SFIA repeatedly stated it had no plans to expand runways at the airport. However, when the Master Plan proposal was in its final draft, SFIA requested the Airports Commission undertake an expensive feasibility study of extending runways into the Bay, as a noise abatement measure. Later, a proposal to expand runways to allow more planes at one time was added to the study. Thus, the most important subject of expansion and construction at the airport was excluded from its Master Plan, and then was presented under the guise of a noise abatement measure. Runway extension and expansion is being handled separately because, says SFIA, "it would take too long to complete" a Master Plan with runway expansion plans, and the airport is under pressure to provide a Master Plan — any Master Plan.

An independent consultant reported that SFIA's proposed Master Plan is seriously defective (e.g., it incorporates the policy decision of the airport administration for "unconstrained growth", fails to examine or discuss alternative plans, is overly general and vague, and contains unsubstantiated figures and projections). The intentional omission of runway expansion plans from a supposed "Master Plan" for the airport raises important questions about the intentions of the airport administration in undertaking the exercise at all.

Obviously, the entire scenario is byzantine and, ultimately, unsettling. To learn more, please contact **Carol Gamble.** ■

Updates

McGruff House

So far, three families have volunteered to become McGruff Houses, and five Glen Park merchants! Our next steps will be training sessions and fingerprinting to be held in early September in downtown Glen Park on a Saturday. The fingerprinting, incidentally, will be available to anyone, so parents may want to take advantage of this free service for their children as part of the Lost Children Registry national effort. Watch for signs!

If you're usually home when kids are going to and from school, there's no better way to make an easy but important commitment to our collective future. Just call **Toba Olson** at **333-7666** and she'll get you started.

O'Shaughnessy Development

Perhaps because it's summer, perhaps because of the feistiness of the opposition, or perhaps because of factors beyond our ken, there has been little happening on the O'Shaughnessy Development proposal.

That doesn't mean we can relax. Now is the time to consolidate gains and prepare for a likely battle this fall.

Cal l **Vicki Oppenheim** (see page 2) for details on what you can do to save the canyon.

MEMBERSHIP APPLICATION

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